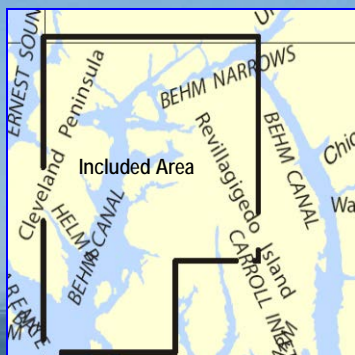


BookletChart™

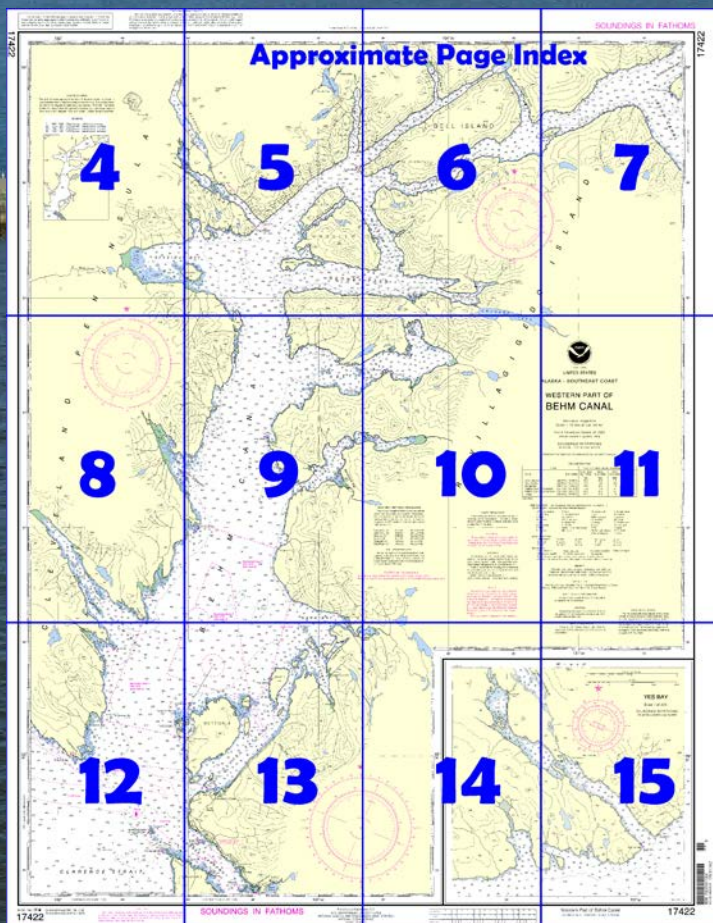
Behm Canal – Western Part NOAA Chart 17422



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17422>.



(Selected Excerpts from Coast Pilot)

Behm Canal borders the E, N, and W sides of Revillagigedo Island; its E entrance, between **Point Sykes** and **Point Alava**, is about 5.7 miles NNE of Mary Island Light. The W entrance of the canal between Point Higgins and Caamano Point is about 2 miles N of Guard Islands Light; the distance from the E entrance to the W entrance through Revillagigedo Channel and Tongass Narrows is about 30 miles; the length of the canal from entrance to

entrance is about 100 miles. The main channel of the canal is free from dangers, with no submerged rocks or ledges that cannot be easily avoided by a stranger in clear weather. It was reported that in the

winter there are strong N blows and that small boats often ice up. Naval **restricted** areas are in Behm Canal along the W side of Revillagigedo Island. (See **334.1275**, chapter 2, for limits and regulations.)

Currents.—The flood current enters Behm Canal at each end and meets somewhere in the vicinity of Burroughs Bay. In general the currents are not very strong, ordinarily from 1 to 1.4 knots. Tide rips generally occur on the ebb at the mouths of the various tributaries. During the ebb a strong W set is noticed in Behm Canal at the entrance to Naha Bay. (See the Tidal Current Tables for daily predictions in Behm Canal.) In the early summer, milky colored water extends from Burroughs Bay to the W end of Gedney Island and up into Yes Bay. This is the result of the glacial silt carried down by the rivers emptying into Burroughs Bay.

The cove E of **Roe Point**, on the E shore, is a fair anchorage for small craft in 5 to 10 fathoms, soft bottom.

Anchor Pass is a narrow strait about 6 miles W of the entrance to Burroughs Bay, which separates the NE end of Bell Island from the mainland. Protected anchorage can be found about 0.4 mile inside the S entrance in 30 to 32 fathoms of water, mud bottom. The pass has good anchorage for small craft in the small cove just S of the restricted N entrance in 3 to 5 fathoms, soft bottom. The N entrance to Anchor Pass is shallow and rocky. The least depth of the shoalest reef, in the middle of the pass at its N end, is 1½ feet. A privately maintained mooring buoy is on the E side of the pass about 0.8 mile NNW of **Point Lees**, the E point at the entrance to Anchor Pass.

The estimated tidal current has a velocity of 2 to 3 knots at the N end of the pass and flows N from about 2 hours after low water until 2 hours before the next low water. From 2 hours before to 2 hours after low water the current flows S with a velocity of about 1 knot.

Behm Narrows separates **Bell Island** from Revillagigedo Island. The shores of the narrows are generally steep and heavily wooded. **Snipe Point Light** (55°55'32"N., 131°36'54"W.), 18 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the SW end of Bell Island; it marks the W entrance to Behm Narrows and the S entrance to Bell Arm. Anchorage can be had in the bight on the N side of the narrows about 1.6 miles E of Snipe Point Light and about 0.5 mile S of Bell Island Hot Springs. The bight affords anchorage in about 14 fathoms, mud bottom. Care should be taken to avoid the rocks and ledge on the N side of this bight. In 1978, it was reported that foul ground with rocks was in the vicinity of the S point of the bight.

Bell Island Hot Springs is a private seasonal fishing and health resort at the head of the cove at the SW end of Bell Island about 1.5 miles E of Snipe Point Light.

Bell Arm, which separates the NW shore of Bell Island from the mainland, extends NE from Behm Canal and at its head is joined by Anchor Pass; it has good anchorage in the expansion at its head in 16 fathoms, soft bottom. Snipe Point Light on **Snipe Point**, marks the S entrance to Bell Arm. **Short Bay** and **Bailey Bay** are two small, narrow bays entering the NW side of Bell Arm. Short Bay, the E one, has good anchorage in 17 to 20 fathoms; a flat extends about 300 yards from its head. A private mooring buoy is near the flat. In 1984, the buoy was reported to be submerged at high water. A red float was attached to the buoy to mark its position; caution is advised. Inland from Bailey Bay is an area of hot springs. A mooring buoy is on the W side of Bailey Bay about 1 mile from the head.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander

17th CG District

Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

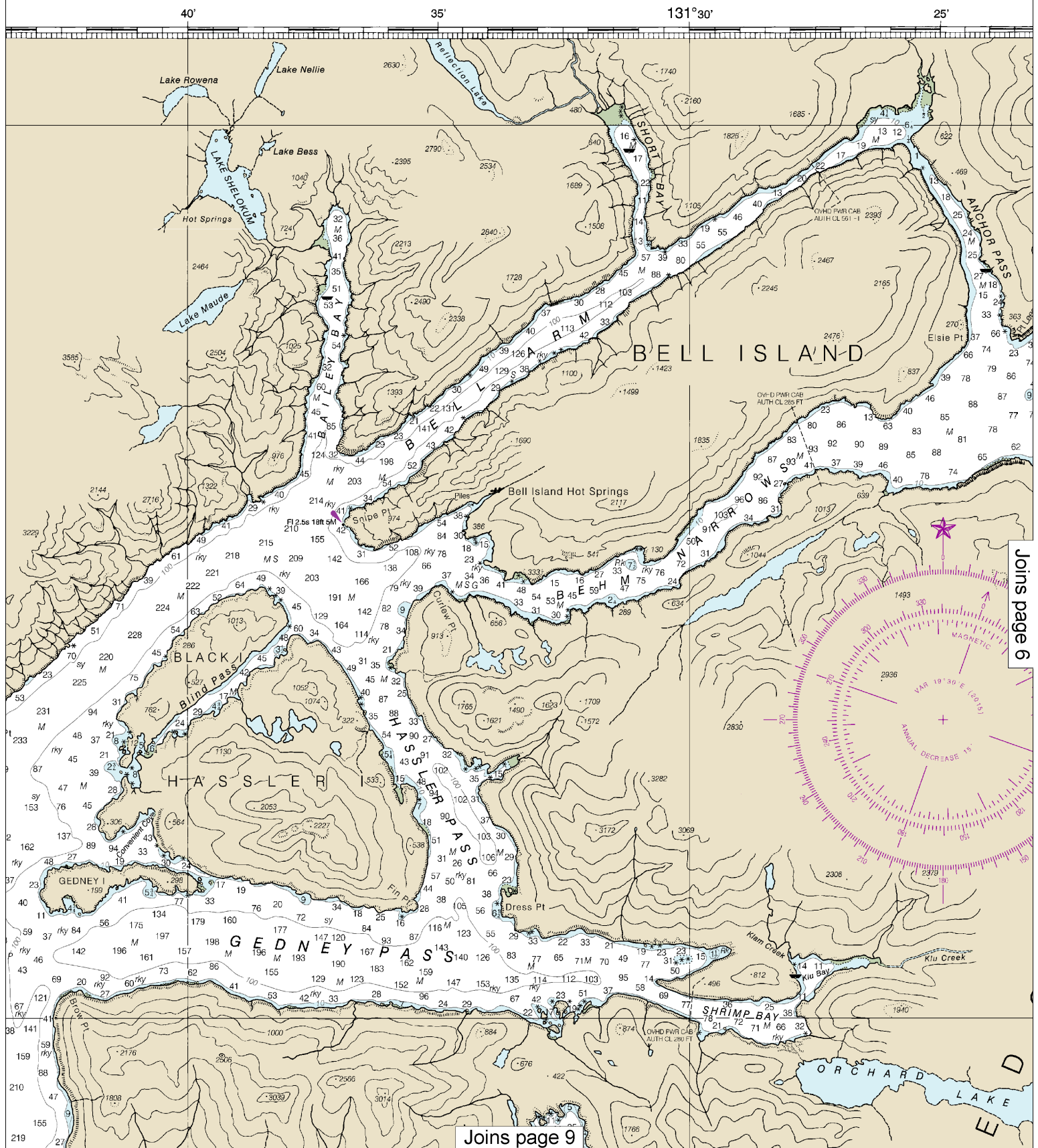


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



Joins page 8

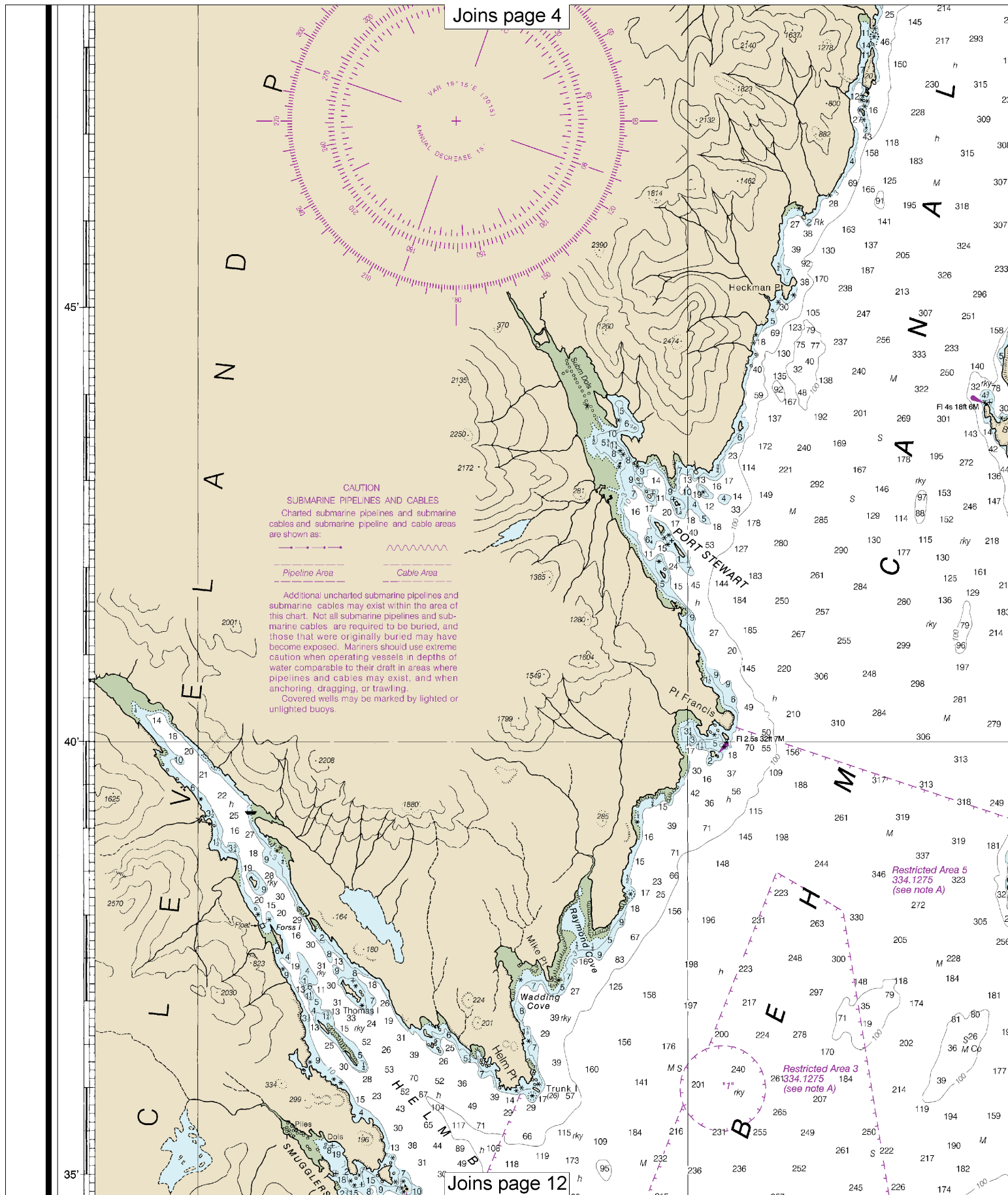


Joins page 9

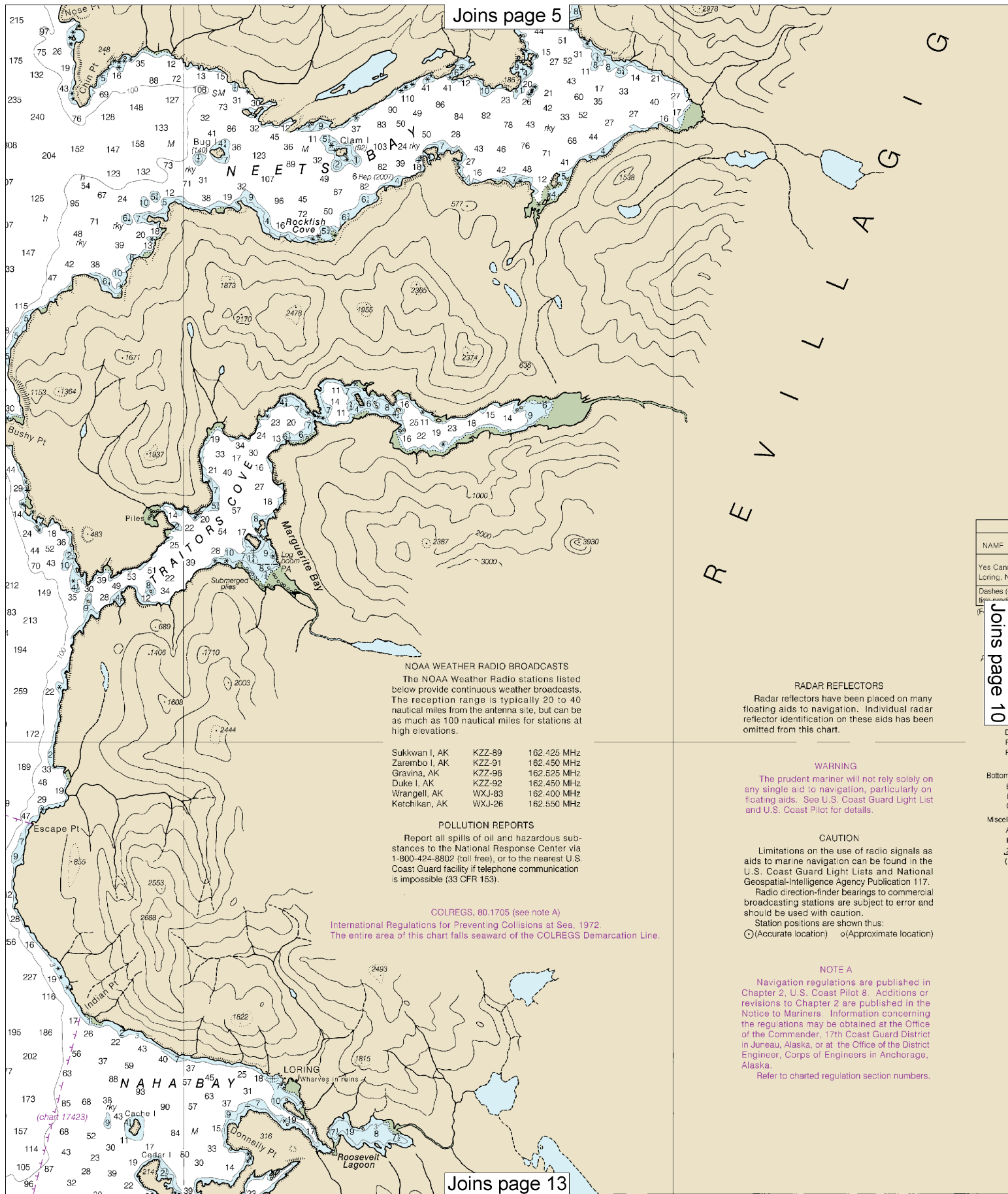
Joins page 6

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:105778. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Note: Chart grid lines are aligned with true north.



Note: Chart grid lines are aligned with true north.



Joins page 5

NAME
Yes Can
Loring, N
Dashes (F)

Joins page 10

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sukkwai I, AK	KZZ-89	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Wrangell, AK	WXJ-83	162.400 MHz
Ketchikan, AK	WXJ-26	162.550 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

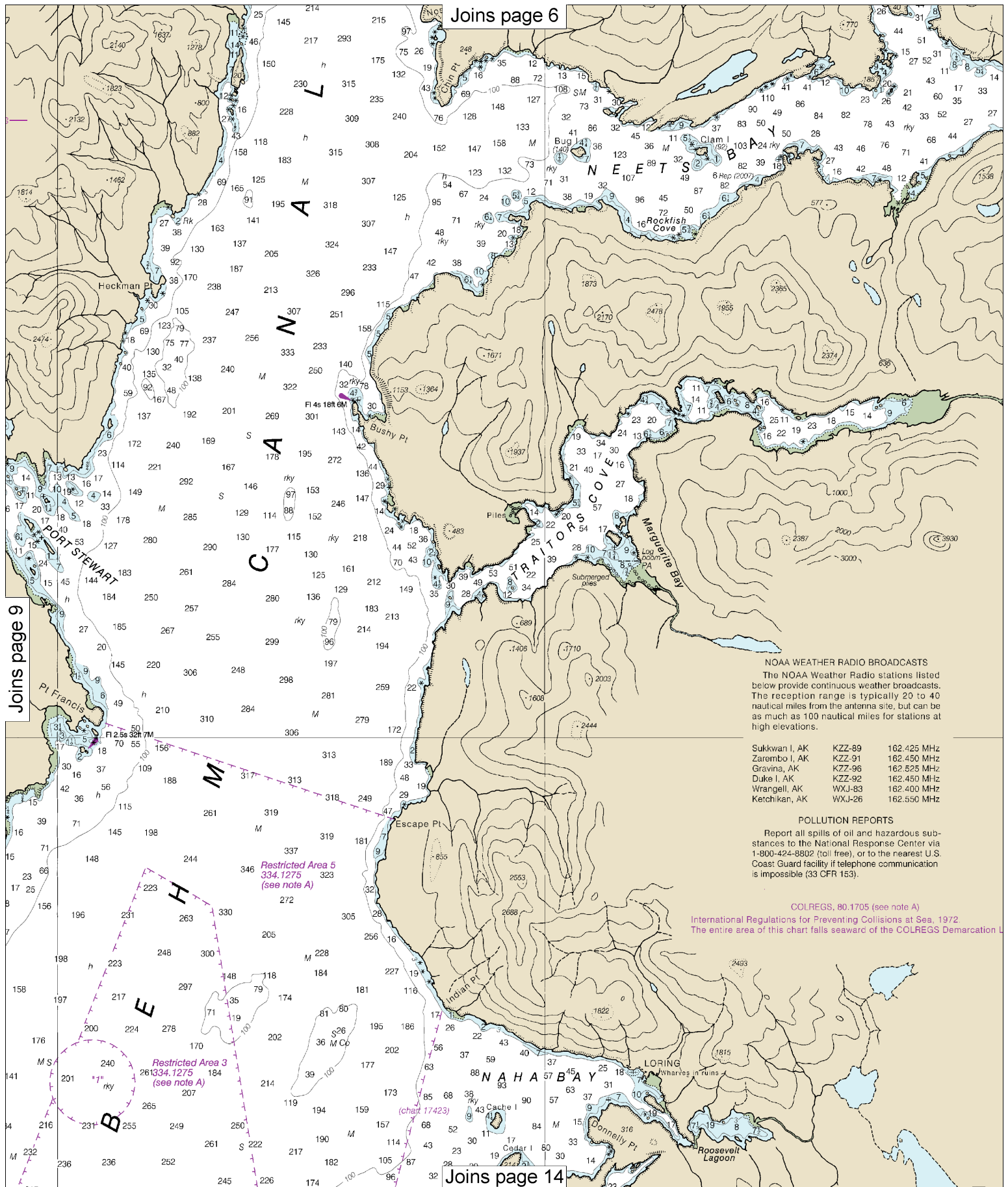
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

Joins page 13



Joins page 6

Joins page 9

Joins page 14

NOAA WEATHER RADIO BROADCASTS
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COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972
The entire area of this chart falls seaward of the COLREGS Demarcation Line

10

Note: Chart grid lines are aligned with true north.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

WESTERN PART OF BEHM CANAL

Mercator Projection

Scale 1:79,334 at Lat. 55°44'

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Yes Cannery, Yes Bay	(55°55'N/131°47'W)	15.7	14.8	1.5
Loring, Naha Bay	(55°38'N/131°38'W)	15.7	14.9	1.5

Dashes (---) coated in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2015)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT LHO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphane	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rpt reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Elevations of rocks, bridges, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.256' southward and 6.062' westward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

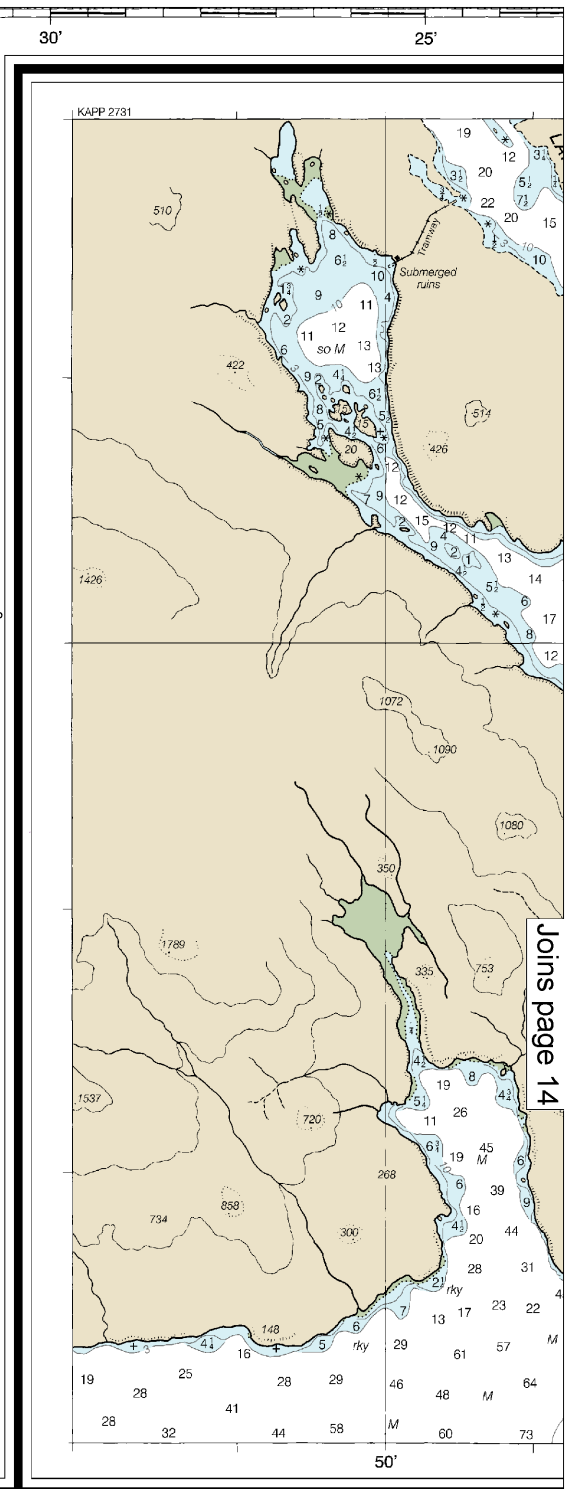
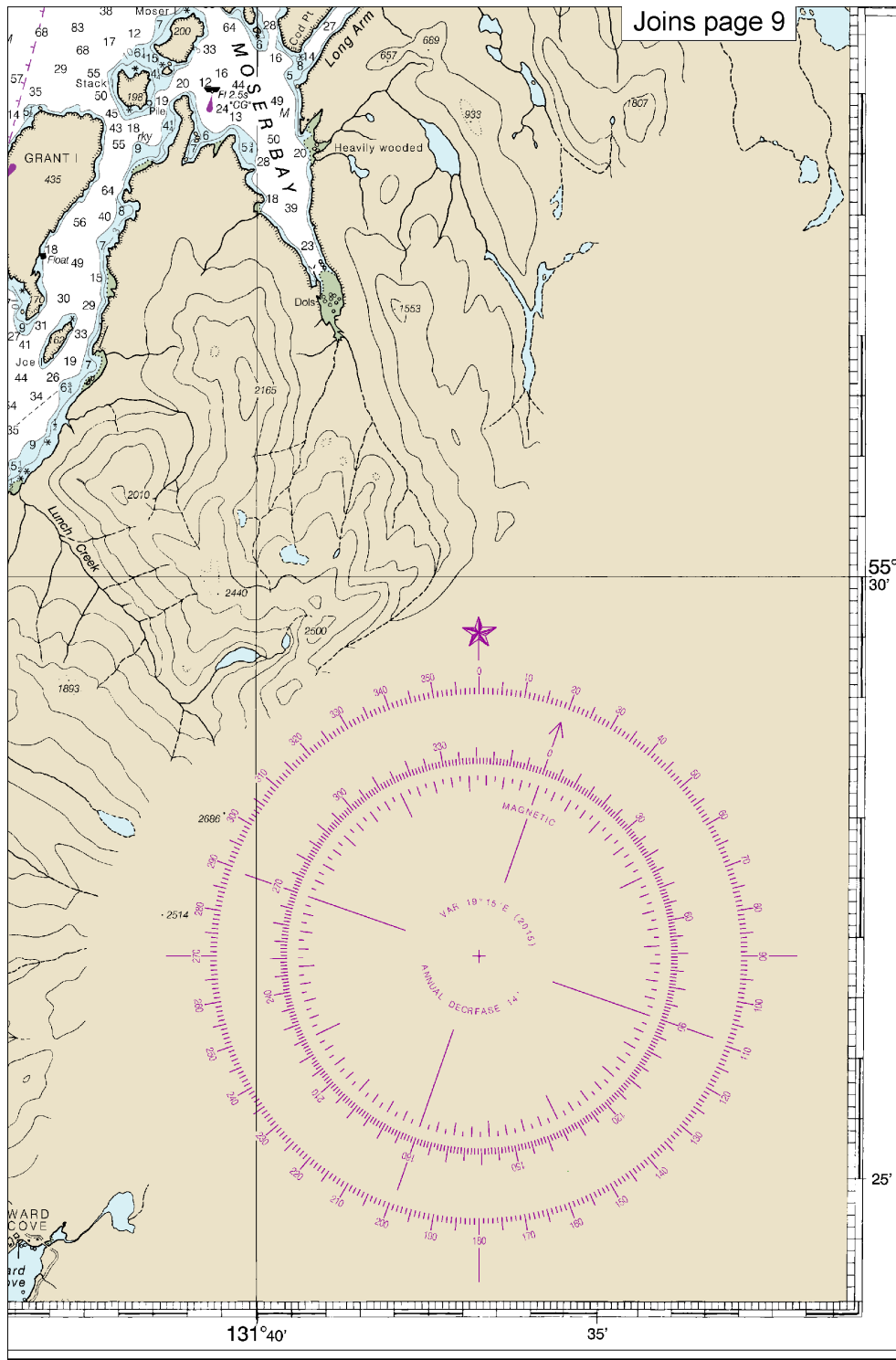
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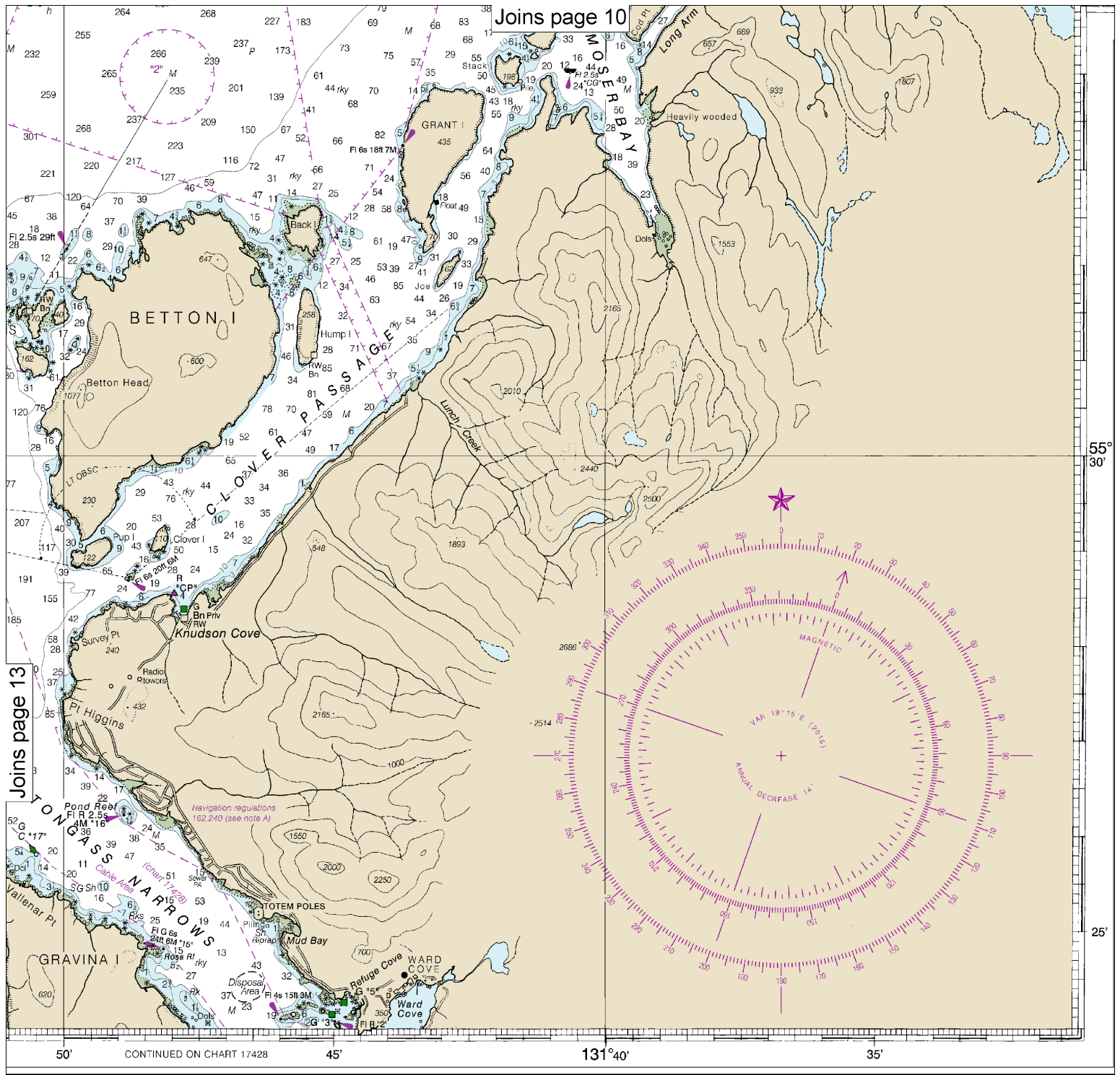
Refer to charted regulation section numbers.



FATHOMS

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



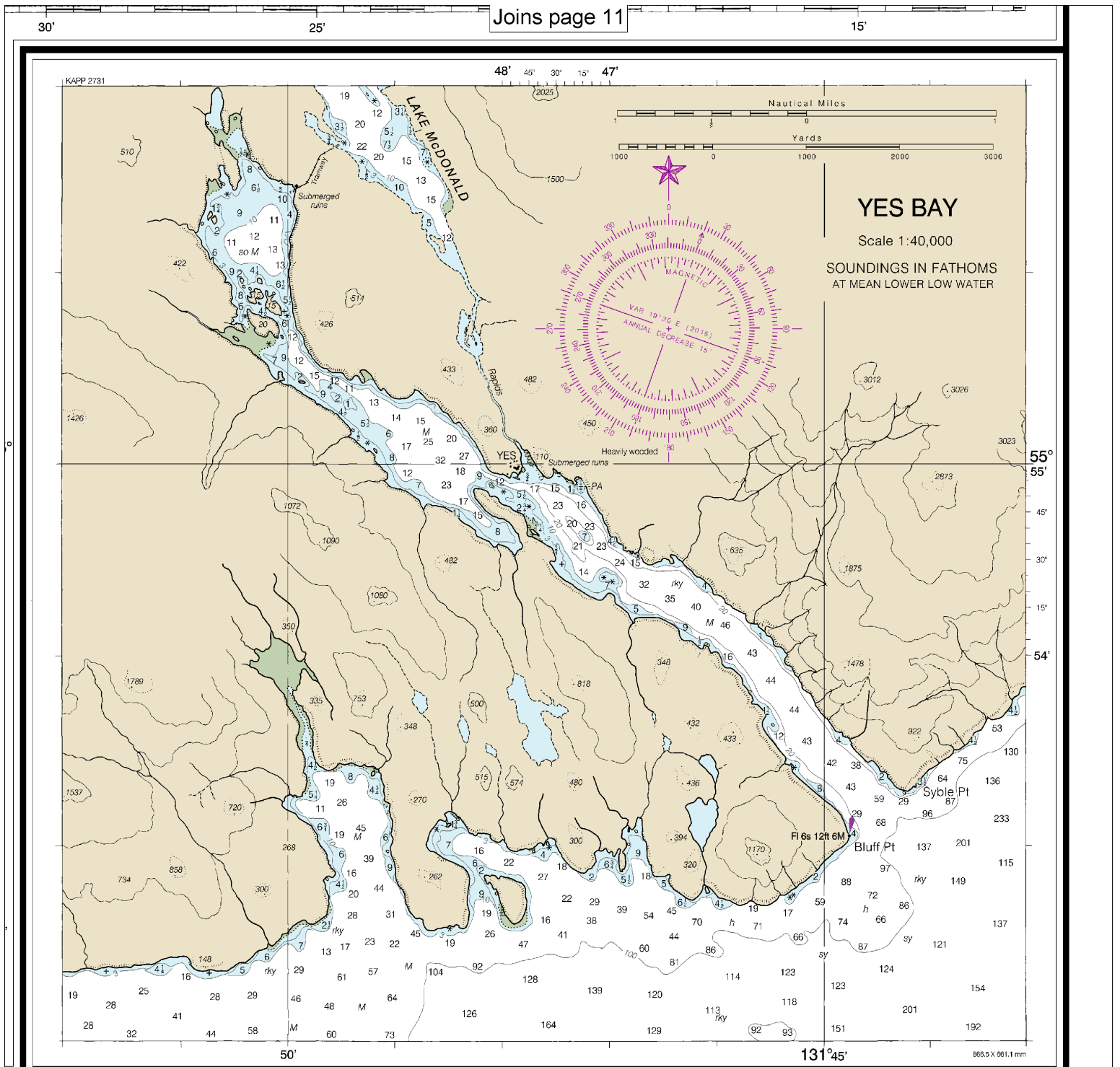
SOUNDINGS IN FATHOMS

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS
FEET
METERS

16)

Note: Chart grid lines are aligned with true north.



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Western Part of Behm Canal
SOUNDINGS IN FATHOMS - SCALE 1:79,334

17422



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Interactive chart catalog	— http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.